

Panama Canal Regulations

§ 103.10

States from liability in case of an accident and to indemnify the Commission and the United States for any damages sustained. The failure of the Master of a vessel to sign such a form, however, will not relieve the vessel, her owners, or any other person having an interest in her from liability incurred as a result of the vessel's failure to meet the requirements of this section.

(i) *Denial of transit.* A vessel shall not be permitted to transit the Canal under the following circumstances:

(1) When the vessel's maximum point of immersion exceeds its maximum authorized draft;

(2) When the vessel's maximum point of immersion exceeds the published FW maximum draft then in effect;

(3) When the length overall, including bulbous bow, exceeds that stated in paragraph (e) of this section, unless the vessel was approved for regular transit prior to March 16, 1981; or

(4) When the extreme beam exceeds that stated in paragraph (f) of this section by any amount, unless the vessel was approved for regular transit prior to March 10, 1981.

(j) *General.* (1) Vessels of 100.0 feet beam and over whose list, trim or handling characteristics are such as to endanger themselves, Panama Canal apurtenances or a third party, may have such further limitations placed on them as Canal authorities deem necessary to insure reasonable safety.

(2) The draft of non-self-propelled barges of 550.0 feet or more in length may be limited when, in the opinion of Canal authorities, such a limit is necessary to insure reasonable safety.

(3) Non-self-propelled vessels, other than integrated tug-barge combinations, will be accepted only on an individual basis; advance permission for initial transit as a non-self-propelled vessel is required. Displacement of these vessels is limited to 35,000 tons and the draft requirements of paragraph (d) of this section are applicable. Riding crews must be provided in sufficient numbers, as required by the Canal Operations Captain, to safely handle towboat lines and boarding ladders, and to assist in mooring.

(4) The numerous constraints affecting the transit schedules of vessels and tows make it important that informa-

tion provided in advance of the initial transit of a vessel include a capacity plan, general arrangement plans, engine room plans, and whenever possible, a photostatic copy of national register, load line certificate and Panama Canal tonnage certificate. This advance information will minimize the time spent aboard the vessel by Panama Canal officials before commencement of the initial transit.

(Approved by the Office of Management and Budget under control number 3207-0001)

[46 FR 63176, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982, as amended at 50 FR 26991, July 1, 1985; 53 FR 12517, Apr. 15, 1988; 55 FR 11908, Mar. 30, 1990]

§ 103.7 Authority to deny transit.

A vessel's transit may be denied until, in the opinion of the Canal authorities, its tenderness, trim, list, draft, cargo, hull, machinery, and equipment have been put into such condition as will make the vessel safe for her passage through the Canal. No claim shall be allowed or considered because of any such delay.

[54 FR 43962, Oct. 30, 1989]

§ 103.10 Vessels required to be equipped with certain indicators.

(a) All vessels in excess of 150 feet in length shall be equipped with properly operating rudder-angle and engine-revolution indicators in the wheelhouse so located and illuminated as to be readily visible to a pilot.

(b) All vessels with beams in excess of 80 feet shall be equipped with properly operating rudder-angle and engine-revolution indicators in the wheelhouse and on each bridge wing so located and illuminated as to be readily visible to a pilot.

(c) All vessels in excess of 150 feet in length which are equipped with variable pitch propellers shall have properly operating pitch indicators in the wheelhouse so located and illuminated as to be readily visible to a pilot.

(d) All vessels with beams in excess of 80 feet which are equipped with variable pitch propellers shall have properly operating pitch indicators in the wheelhouse and on each bridge wing so located and illuminated as to be readily visible to a pilot.